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The Township of Jefferson, Ill.

ITS VILLAGES AND "DINNER-PAIL AVENUE"

By ALFRED BULL

Know Your Suburb and its Story, or Learn the Other Fellow's Chances

Irving Park an Indian Village

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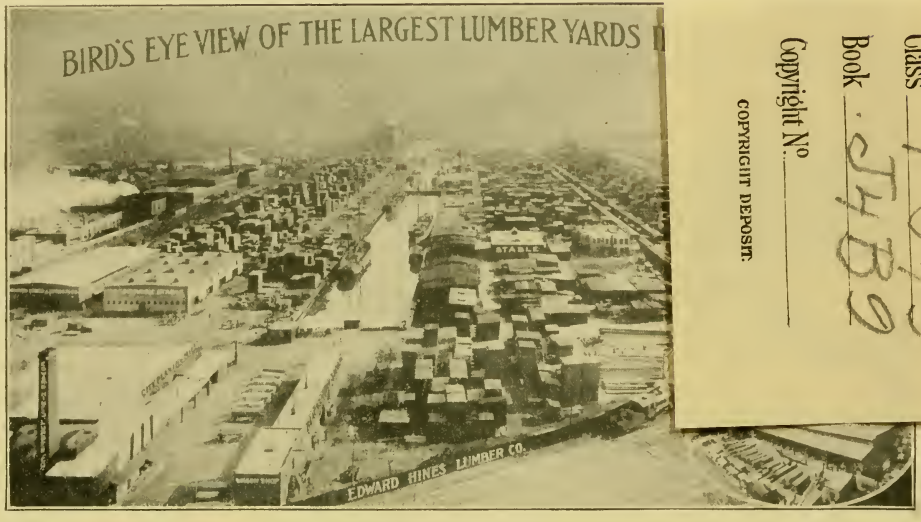

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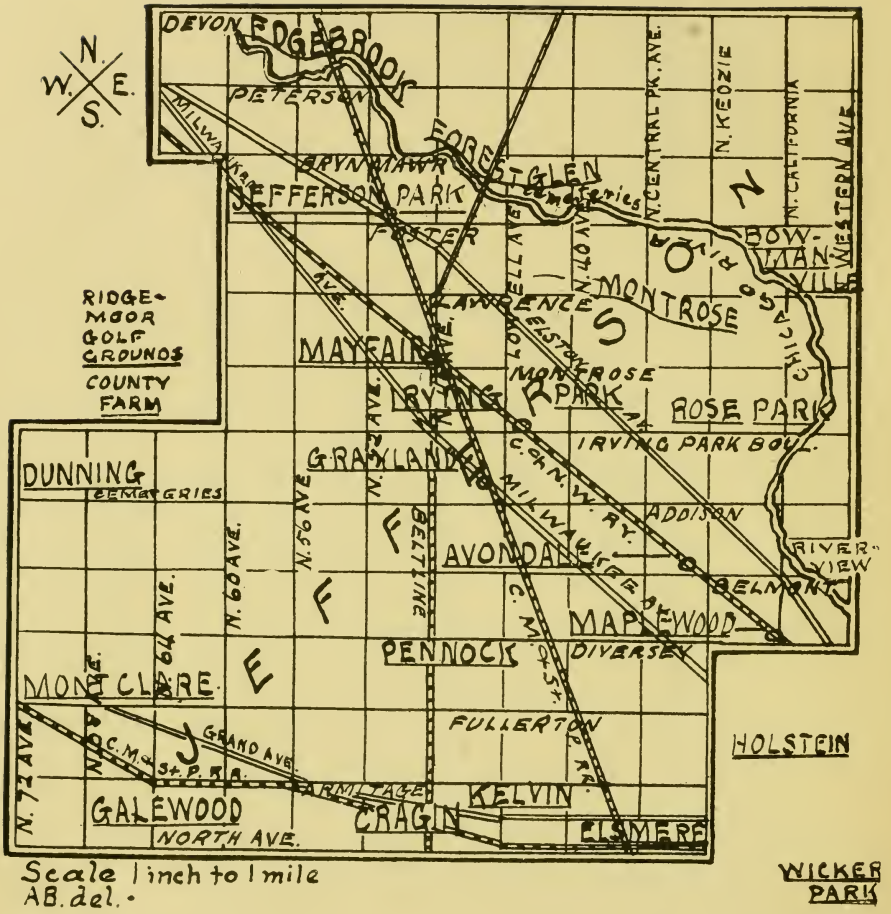

Scale 1 inch to 1 mile
AB. del.

The Township of Jefferson, Ill.

and "Dinner-Pail Avenue"

From Mastodon to Man

Geologic, Historic, Biographic Reminiscence and Research Through Flood, Swamp, Woods and Prairie

Of Indians, French explorers, half-breeds, realty men, good gray wolves and other small deer

Of Jefferson village, Irving Park, Grayland, Bowmanville, Maplewood, etc., as they were, are, and may be

Of whisky at 12½ cents a pint and $2000 lots a-begging at $10 a piece (a few years ago)

Of pioneer transportation, Indian trails, Plank roads, and of "Dinner-Pail Avenue"

And of much beside, all akin to Jefferson, Ill., once known as JEFFERSON, ILLINOIS CO., VA.

Copyright, 1910, by Alfred Bull.

"Those of our readers fortunate enough to meet Mr. Bull in Europe will find that he knows Chicago as few men do."—The late Col. John C. Bundy in his Religio-Philosophical Journal.

"Give me a copy of Alfred Bull's statistics to show in the East. It is a complete refutation of the principal argument advanced in favor of New York."—U. S. Senator Shelby M. Cullom, in the Chicago Tribune, Sept. 23, 1889.

The Irving Park artist, Mr. Geo. E. Colby, who enriches these pages, needs no introduction to Jeffersonians, to other Art-lovers of Chicago, or to the enthusiastic audiences which greet his Lyceum Chalk Talks.

The Township of Jefferson, Ill.

and "Dinner-Pail Avenue"

From Mastodon to Man

Whether Red, White, Black
or Piebald

BY
ALFRED BULL
Author of
Jaunts Off the High Road,
How I Found Rustle-Us, Etc.

Illustrated

1911

ALFRED BULL, Publisher
Irving Park, Ill.

Know Your Suburb and Its Story, or Learn about the Other Fellow's Chances

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INDEBTEDNESS to authorities for supplemental and unusual information is gratefully acknowledged.

From the Department of the Interior, the United States Post Office, the Director of the United States Census, and the Superintendent of the School Census.

From friends of the writer, the late Gurdon S. Hubbard, agent of the American Fur Company here in remote 1818, George B. Carpenter, J. Young Scammon, Isaac N. Arnold, Professor Frank C. Baker of the Academy of Sciences, and Frank W. Smith, Cashier of the Corn Exchange National Bank.

From efficient and zealous aids in the Chicago Public Library, the Chicago Historical Society and other learned bodies.

From City and County Department Officials.

From Moses and Kirkland's *"History of Chicago,"* Schick's *"Chicago and Its Environs,"* Andreas' *"History of Chicago,"* and also his *"History of Cook Co., Ill.,"* Everett Chamberlin's *"Chicago and Its Suburbs,"* and other wide reading.

From a personally-conducted one-man Cruise in a Schooner's Dingey up the Odorous North Branch of the Chicago River in 1876.

And from a multitude of gone or going pioneers and their living representatives of the second and third generation; including many a village oracle, whose yarns were the more interesting and believable from frequent repetition, often most valuable in determining what to omit—customarily, his own highly-colored, improbable and libelous stories.

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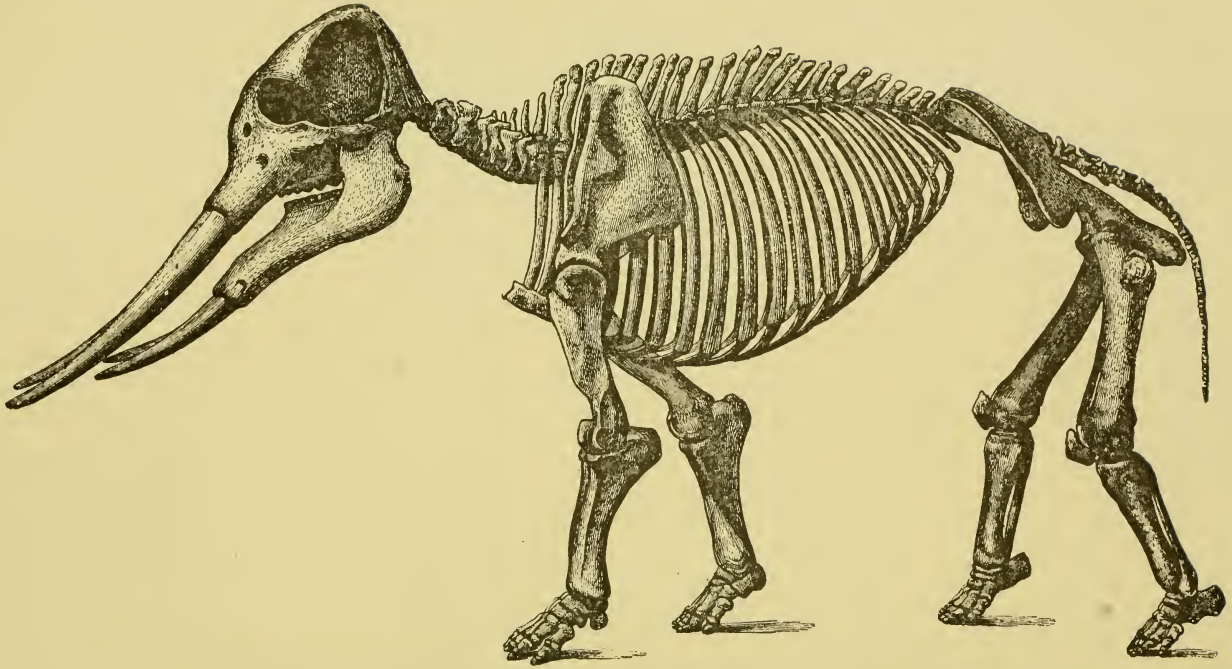


Skeleton of Mastodon angustidens, from Miocene strata. (After Gaudry.)

One of Jefferson's Pioneers and earliest known Settlers, who lived, died and was buried here. The picture is reproduced from Rev. H. N. Hutchinson's "Creatures of Other Days," by express permission of D. Appleton & Company, N. Y., Publishers.

The Township of Jefferson, Illinois, formerly Jefferson, Ill. Co., Va.

I. BEFORE MAN (AS WE KNOW HIM) WAS IN JEFFERSON.

In the Pleistocene Period.

When the earth was without form and void, Jefferson was indubitably in the thick of the hurly-burly, as later during other formative periods, gaseous, liquid, solid; but it was not until the pleistocene or quaternary formations, geologically speaking, that Jefferson began to assemble herself. Doubtless her earlier history is concealed within her bowels, below a proven depth of fifteen or sixteen hundred feet; but it is warm down there, and one's pastor will sanction a deferred visit or stay.

The Mastodon.

In this lower subdivision of the Quaternary Period, which includes the Era of Man, dense forests and swamps covered the site of Chicago and its environs, extending for twenty miles to the north. The mighty mastodon crashed and splashed through unfamiliar Jefferson then, and left his bones in proof, to be dug up later, fifteen feet below the disturbed surface in the northwestern part of the city.

Under Gray Seas.

After the mastodon submersion came, the lake covered all, leaving in its retirement a seventy-foot deposit of rock,

gravel and clay. Aeons after—to be exact, in the year 1870, John Gray, the founder of Grayland, had a sharp attack of Artesian Wellitis, which then was prevalent. Among other local victims he dug, for $5,000, a 1,500-foot well with a 50-gallon flow. He and Wm. P. Gray also dug, first to a depth of 750 feet, subsequently to 1,676 feet, with a flow of 200 gallons a minute, and at a total cost of $7,000.

Long since the output has dwindled, the sides of the shafts have collapsed, their day is done; the flow being intermittent and ever lighter as the borings choke themselves. Now, however, the purchaser of a building-lot may know, thanks to the Grays, a little about the composition of his investment, bounded as it is by the stars in one direction and the earth's core or axis in the other.

Geologic Strata.

For here are the 70 feet, already mentioned, of surface soil, lake deposits, quaternary forest remains, and clay; next are 250 feet of limestone with petroleum products, producing a picturesque effect when used for building stone, as in the old "spotted church" once at Wabash Avenue and Washington Street, and in some other public buildings and noted city residences.

Next come 250 feet of conglomerate, shale and limestone; afterward 325 feet of limestone, ferruginous, largely impregnated with iron, and then 150 feet of sandstone. Finally, the very hard, lower magnesian limestone.

A Slough of Despond.

After the lake had withdrawn to its present confines, Jefferson and its vicinity became an extensive marshy plain, overgrown with tall grass and luxuriant swamp vegetation, with occasional clumps of trees marking the courses of the

Irving Park an Indian Village.

The Pottowattamie (Algonquin) village formerly at Irving Park Boulevard and Milwaukee Avenue. In the foreground the customary fetich wards off evil spirits; skinning game, cooking, pow-wows, childish sports, and village routine are faithfully delineated by Mr. Colby.

sluggish Chicago and Desplaines Rivers, which extended into or connected with numerous sloughs.

The marshes and sand-banks annually were swept by prairie fires or effaced by floods. In the spring overflows a waterway was open to the Desplaines River, and through the Illinois the Mississippi was reached.

A Portage.

A portage of unknown antiquity existed hereaway, making water communication at high flood between Niagara and the Gulf of Mexico. Earlier still Lake Michigan had discharged itself through the Sag Valley; "Lake Chicago" being at that time, ages ago, at least thirty feet higher than now.

II. WHEN THERE WILL BE NO MORE SEA.

Speculatively, but surely, in thousands of years to come, the Illinois river rapids at Marseilles, which now check the outflow as do the rock masses of Niagara, will crumble and be washed away, leaving eventually Chicago as an inland city in relation to the ever-shallowing 600-feet present depths of Lake Michigan.

III. BEFORE CHICAGO WAS.

In Indian Days.

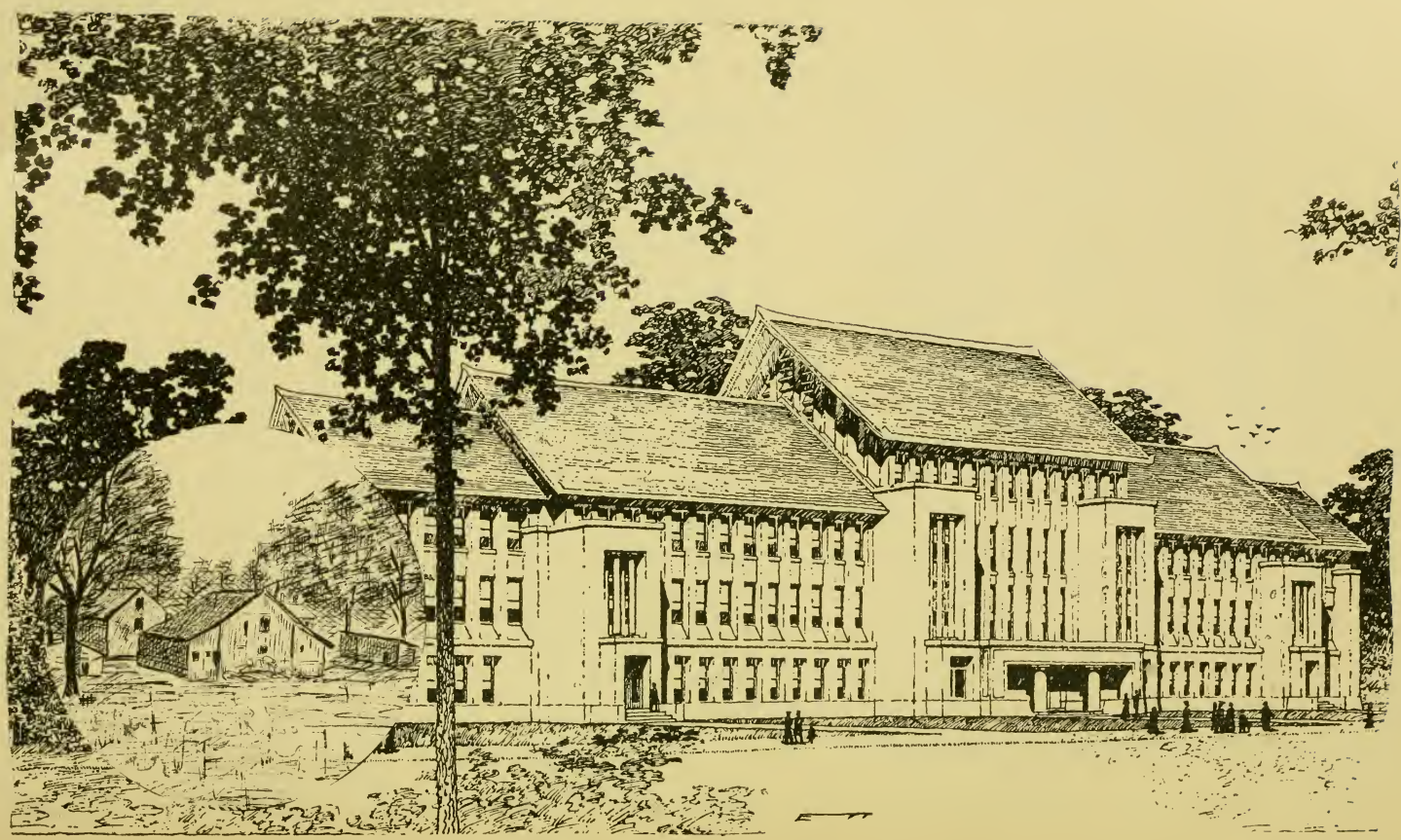
Chicago and its vicinity have been "a place of native resort and a rendezvous as far back as history goes; as later also for voyageurs and fur-traders." Certainly she has been known to white men for 250 or more years. Father Nicollet, approximately in 1634, records from personal observation that there were sixty villages of Illinois Indians at that time (Erinouay, or Liniouck, he also calls them).

French Explorers.

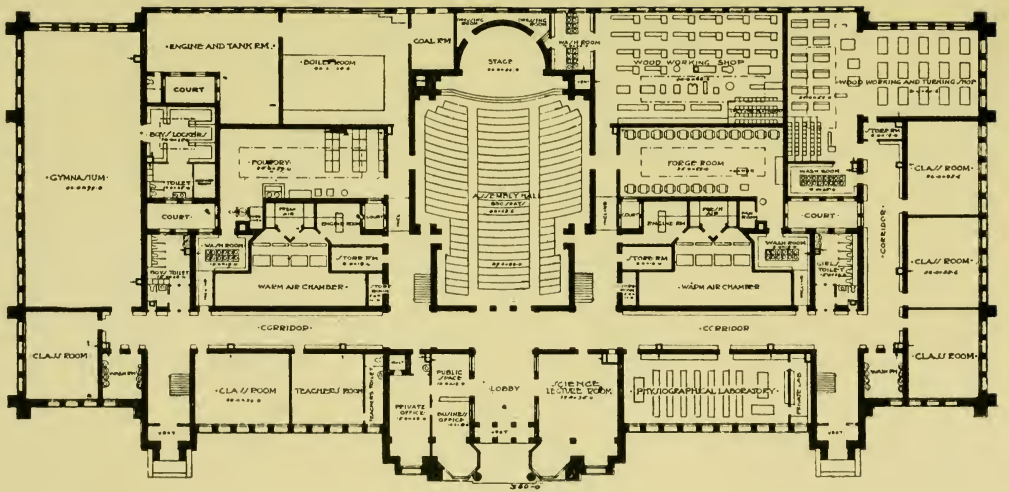
Sieuer de la Salle was here, probably in 1671, and two years later came Joliet and Pere Marquette. The latter, writing in 1670, speaks of the Illinois as "assembled, chiefly in two towns, containing more than eight or nine thousand souls." And, respecting one of these towns, there is abundant justification and historic accuracy in locating it at what, to-day, is Irving Park Boulevard, immediately west of the crossing of Milwaukee Avenue; both old Indian trails, to be considered in their place.

Pere Marquette.

In 1673 Pere Marquette accomplished a canoe voyage of 2,500 miles, and, during that journey, while traveling from "Stinking Bay" toward the mouth of the Chicago creek, he appears, judging from his own narrative, to have debarked at Lake Bluff, and sent trusty men to spy the adjacent country, the great prairie, covered with oak and scrub "openings," which extended, then as now, from Waukegan to Blue Island.



The Carl Schurz High School, on Milwaukee Avenue near Waveland Avenue, opened on Sept. 6th, 1910, seats 1,500 pupils, and is fully equipped with machine shops and apparatus for technical instruction. Its architectural style may be dubbed "Perkinsesque." The site was secured [illegible] by the eight-acre farm indicated in the vignette.



FIRST FLOOR PLAN
CARL SCHURZ HIGH SCHOOL
SCALE: 1/16"=1'-0
AUGUST 29, 1907
D H PERKINS, ARCHITECT
BOARD OF EDUCATION, CHICAGO

By the courtesy of Alfred R. Urion, President of the Board of Education.

Irving Park an Indian Village.

In this purview the Father necessarily included Jefferson township that was to be; and the Illinois, resident in their extensive and ancient village (whose name, if ever it had an English equivalent, is lost to us), on that balmy spring morning of 1673, were keen to learn the purpose of this visit from the seldom seen and much-discussed paleface with the silvery tongue and the golden cross, a perpetual candidate for the "happy hunting grounds."

Later, while Marquette's trappers sought game in the north town woods and along the "Chicagoux" river—bear, deer, pigeons, grouse, duck and prairie-chickens were then abundant—the holy father himself visited the Indian village at the fork of the Indian trails. There he celebrated masses and performed numerous baptisms in the neighboring creeks, being the first religious celebrant of Christian rites in the pagan wilds of Irving Park.

The Miamis.

The Miami confederacy, after the extermination of Marquette's redskin friends and their families at Starved Rock, were succeeded by the Pottowattamies of the great Algonquin family, who are more intimately connected with the traditional and historic features of early Chicago; which town also awaited a godfather.

The Days of Our Godfathers.

In 1684 the Chekagua river was known also as the Cheacoumeinan. Old French maps of 1696 call the Mississippi the Chacaqua or Divine river, and identity is found with the Checaqua of the powerful Tamaroas.

Fort Chicagou is so marked on a Quebec map of 1688, while in a Parisian manuscript of 1726 the name given to the French outpost is Chicagoux.

IV. THE PIONEERS OF JEFFERSON'S VILLAGES.

Jefferson's First White a Half-Breed.

Colonel De Peyster, British commander at Michilimacinac, records, under date of July 4, 1779, "an Eschikago cabin of Jean Baptiste Point de Sable," Chicago's first recorded settler being a colored man, as Jefferson's first "white" will be shown to have been a half-breed.

Jefferson, West Virginia.

In 1774 Jefferson township was part of West Virginia. Four years later the whole of the Northwestern Territories, including Ohio, Indiana, Illinois, and parts of Wisconsin and Michigan, were known as the County of Illinois in the State of Virginia; while the treaty of Greenville, Ohio, in 1795, formally ceded to the United States the Chicago river and vicinity as a specific tract, together with other immense territories.

"The Seat of Destiny."

The inflation period of 1835-6-7 brought Chicago well to the front as the Seat of Destiny, and the little town (not yet a city) of 3,265 people, became a speculative center and distributing point for immigrants from the east. In this year of grace, 1911, history repeats itself. Chicago is now sending its surplus population to irrigated and "dry-farmed" sections of the one-time Great American Desert, and to Saskatchewan; as, in the early thirties, the people of the Western Reserve, of Vermont and farther afield, were urged to "try their luck" in Chicago and its coming suburbs, notably in Jefferson township.

"Bloody Prairie Wolves."

To assist in the conception of that time it is well to quote from a letter written by the scenic artist, Harry Isherwood, to his and this writer's mutual friend, Mr. J. H. McVicker. He tells of an unruly young Irishman, discharged from our first peripatetic theatrical troupe, performing at the Sauganash hotel in Chicago, and exclaiming, "Discharged is it? Where be I to go, with Lake Michigan roaring on one side, and the bloody prairie wolves on the other!"

J. K. Clark, "the Prairie Wolf."

John Kinzie Clark, generally known as "Indian" Clark, in 1825 had paid taxes of $2.50 on Cook County's first personal assessment roll; and, possibly from dislike of that experience, left Chicago in 1830 with a few personal effects behind a pair of mustangs, to "squat" in Jefferson; where he "raised" a two-room log shanty with a "shake" roof. His Indian neighbors called him Nonimoa, or "the Prairie Wolf." His mother, Elizabeth, had been for twelve years a prisoner among the Shawnees in Virginia, and was afterward known in Chicago as Mrs. Clybourn, dying but a few years ago.

The Landlord of Wolf Point.

Soon after Nonimoa's arrival came Elijah Wentworth, who had been landlord of the Wolf Point Hotel until January, 1830. He moved to a claim eight miles northwest of town, building a large log tavern on the spot where the Jefferson station of the C. & N. W. Railway now stands. During the Blackhawk war, in 1832, he was driven to refuge temporarily in Fort Dearborn, afterward opening a hotel on Sand Ridge. This ridge, 24 feet above datum, like the 33 feet rise of neighboring Union Ridge, both invited early settlers.

Claimed by "Furrows."

The original government survey of 1831 was admittedly full of errors, necessitating an authentic survey in 1837, under which sales of land first were made in Jefferson in 1838. Lands previously had been held by "right of possession" or squatter-sovereignty, by "the mailed fist" or shotgun. The Canadian, D. S. Dunning, whose name remains to us in the County Buildings and settlement at Dunning, bounded his original claim by a furrow. This was a custom held sacred by the early settlers, and useful also in fighting prairie fires. Many will remember his son, Russell O. Dunning, born in 1848.

Jefferson's First Methodist.

Next came the Nobles, the Bickerdikes, the Lovetts (near Whisky Point), and others. Mr. Everett, arriving in 1838, often made his one-room log-cabin serve for the whole family, and for as many as thirty strangers at a time beside. In his home an itinerant Methodist first held Protestant religious services in the township. Soon came the demands of fashion, and Abram Gale paid 75 big dollars for Jefferson's first frame-house, 18 by 34 feet.

Hotel "Extortion" in the Thirties.

The county authorities now felt compelled to check rapacity, and adopted the following obligatory tariff for hotel charges:

Breakfast or supper	25	cents.
Dinner	37½	"
Horse feed	25	"
Horse keep, all night	50	"
Lodging for a man	12½	"
Half-pint brandy	25	"
Half-pint whisky	12½	"

This historic Indian Tree or "marker" grows upon "the Ridge," on the grounds of the Ridge Moor Golf Club; the curious configuration of the trunk is now partially hidden by a bunker. It is upon the Indian Boundary Line created by the Prairie du Chien treaty between the United States, and the Chippeway, Ottawa and Pottowattamie nations. It points toward the "Big Water," Lake Michigan. Atmosphere and virility are well expressed by the artist, Mr. Geo. E. Colby.

Biggest Ward in the World.

Such were the beginnings of Jefferson township, originally equal to a congressional township in area, but much diminished by the organization of Norwood Park in 1873. For consolation she can still lay claim to possession of the "biggest" ward in the world, the 27th ward of Chicago.

Wolves, Whisky and Politics.

Little of incident or of romance worthy of repetition disturbed the phlegm of the early settlers. Andy Jackson they knew was President—that was enough politically for them—and be it known they became aware of changes since. The election of Thomas Jefferson as godfather followed as a matter of course.

Once a gray timber wolf, threatened by a timorous pitchfork, chased its owner to cover in his own barn. Again, a "soaked" settler was found dead in a ditch, an empty whisky-jug beside him. Local chronicles, still extant, preserve the names of both worthies, but why further perpetuate them! The after life and fate of the heroic wolf, the brand of such convincing whisky, alas, are both forgotten.

An Early Tragedy.

Still, in the dim recesses of the sweet north woods lurk grim traditions of the noble savage. One such concerns a half-breed, "half dust, half deity," who sought to rear a dusky race with scant regard for the laws of hospitality or of the wigwams of his Pottowattamie neighbors.

It tells of a midnight council-fire under historic elms, a file of silent warriors whose eagle feathers glinted through sombre boughs; of a cabin surrounded, a hopeless scowling captive, and of retribution swift and terrible unheeding screams for mercy.

And after—of a mutilated creature left to brood in the shades of bitter memory and unavailing regret. Human nature is the same under red skins or white, and whether the time be the early years of the nineteenth or of the twentieth century.

V. THE VILLAGES OF JEFFERSON TOWNSHIP.

Of Jefferson township's constituent villages and early settlements, situate on the Wisconsin division of the C. & N. W. Railway and on the C., M. & St. P. R. R., it is worthy of note that

Albany Park within three years has spread from Kimball to Sacramento, from Montrose to Lawrence Avenues, while the plat of

Avondale was approved in December, 1873.

Bandow's postoffice formerly was at 1594 Milwaukee Ave.

Bowmanville, with its adjacent Roe's Hill (whence the Rosehill Cemetery takes its name), has earlier history, if not wholly creditable. In 1850 Bowman bought a considerable tract and parceled it out. He left the country before his title was proven defective and worthless, thus compelling many an unfortunate wight to pay twice for his holding. Its first store was built in 1868.

Peher S. Peterson of Bowmanville, one of the world's workers from his eleventh year, had varied experience in Sweden, Germany, Belgium, Canada and California before founding one of the greatest known Nurseries in 1856 in Jefferson. He was a co-trustee of this township in 1879; and in later years gave liberally toward the Lincoln Park statue of Linnaeus, creating a permanent Arts and Crafts

exhibit in Stockholm, and an asylum for the feebleminded in his native land. He was honored by his King, and his death in 1903 was widely regretted.

His stalwart son, William A. Peterson, has acreage holdings exceeding those of anyone else in Cook county, maintaining much native forest for ultimate inclusion in Chicago's outerpark belt. At his home is an unsurpassed collection of relics gathered from the Pottowattamie village-sites and trails of this portion of Jefferson, supplemented by Swiss lake-dwellers' implements, monastic manuscripts, early examples of the printer's art, and other rare mementoes of world-wide travel.

Lyman A. Budlong lived 1829-1909, and settled in Jefferson in 1857. He was a trustee of Jefferson village, and a school director until the merger with Chicago. His grandfather and great-grandfather were drummer-boy and private in the Continental army; while during King Philip's War, the family, of French Huguenot stock and for seven generations in Rhode Island, was wiped out by an Indian massacre, except for a four-year-old boy, John.

Cragin was named after the old-time hardware house of Cragin Brothers, at 230 Lake Street, in 1866.

Dunning, already referred to, was unique in creating its own railroad line (a branch of the C. M. & St. P. R. R.), for the carriage of materials to the county buildings, which since has been instrumental in the flotation of a number of factories along its right-of-way.

Elsmere, once notable for a giant elm, on North avenue west of Milwaukee avenue, where Pottowattamie council fires burned for generations.

Forest Glen, and

Galewood, with its first railroad station in 1872, call for no mention of special significance—each has prospered.

Grayland receives more extended mention elsewhere.

The old Town Hall, on land donated by Sheriff John Gray, was the pioneer township High School in Illinois, organized in 1869, and attended by the Budlongs, Dickinsons, Dunnings, Mercereaus, Races, Wheelers, and others of the early settlers' families. Some of the police officers identified with its present use as the 36th Precinct Police Station were on the old Jefferson Police Force before annexation to the city.

Humboldt Park's original eighty acres sold in 1870 for $2,500 an acre, as Henry Greenebaum, "the father of Humboldt Park," could testify.

Irving Park, with its later extensions of East and West Irving Park, and near the center of the township, is on the original Major Noble farm, which was bought by Charles T. Race in 1869, and the Park will receive detailed consideration. Originally it was known as Irvington.

Jefferson village was laid out and recorded by D. L. Roberts in 1855.

Maplewood, situate in the S. E. corner of the township, developed from the pre-empted claim of George Adams. He speedily sold eighty acres at a price which enabled him to clear the remaining eighty. Hoffman built Maplewood's first house at Humboldt Boulevard and Hoffman Avenue in 1870; Daniel Reynolds the second, one year later, on Maplewood Avenue, cor. Congress.

Mont Clare was originally Sayre Station, while the nucleus of

Montrose, now **Mayfair,** was an 80-acre purchase in 1864 for $800.

Pennock was named after Homer Pennock, an owner of much property thereabouts, including 1,200 acres in Caldwell's Reserve.

Ravenswood Manor lies directly east of Albany Park, while

Wicker Park has an interesting, but familiar story, hardly within the province of the historian of Jefferson.

It is worthy of note that the bones of a mastodon, elsewhere referred to, were found at the south side of Wicker Park near Milwaukee Avenue, about 1¼ miles east of Humboldt Park, in the summer of 1885.

These bones, including part of a jaw, teeth and fragments of a few other bones, were found beneath 13 to 15

feet of silt, according to the United States Geological Survey (Chicago folio), Illinois and Indiana, No. 81.

They were placed in the custody of the Chicago Academy of Sciences, the curator, Professor Frank C. Baker, informs the writer. Higley and Raddin, Bull. Chi. Acad. Sci., Vol. II, No. 1, 1891, p. 15, contains similar mention.

"**Whisky Point,**" near Cragin, provokes constant enquiry as to the origin of the name. Some ribald wags explain that the first quarterly Methodist meeting in Jefferson township was held there. Others blame Deacon Lovett for retailing at "two cents per thin-bottomed tumbler" a barrel of genuine copper-distilled whisky; while two worthies of the early times who drained their wives' "whisky pickles," with peculiar results to themselves and the pickles, are also held accountable.

VI. IRVING PARK.

Irving Park's Railroad Station.

There was a heavy exodus Jefferson way after the great Chicago fire of 1871, which induced Chas. T. Race to reconsider his original intention of farming the Noble homestead, dickered for by him in 1869. So he, with others, proposed to start a town named after Washington Irving.

The railroad agreed to stop trains at the proposed village of Irving Park on condition that the promoters should assure the expense of building the depot, and so the matter was arranged. The first store had already been built in 1870.

Changes of Name and Fashion.

The south side of Irving Park Boulevard was at first more in favor, and eventually an ingenious plan was devised to diminish what once were magnificent distances by alter-

nating avenues and courts, each pair carrying a single designatory number. Precedingly, various street names had already been employed, old-time residents recalling a distinct literary savor when Washington Irving shared with Ruskin, Whittier and others this evidence of popularity, helped by the large professional and quasi-professional entourage of the park.

Various Such Changes Were

N. 40th, once Crawford Avenue.

N. 41st Avenue was Greenwood Avenue, and N. 41st Court formerly St. Charles Avenue.

N. 42nd Avenue, Whittier Street and Irving Avenue.

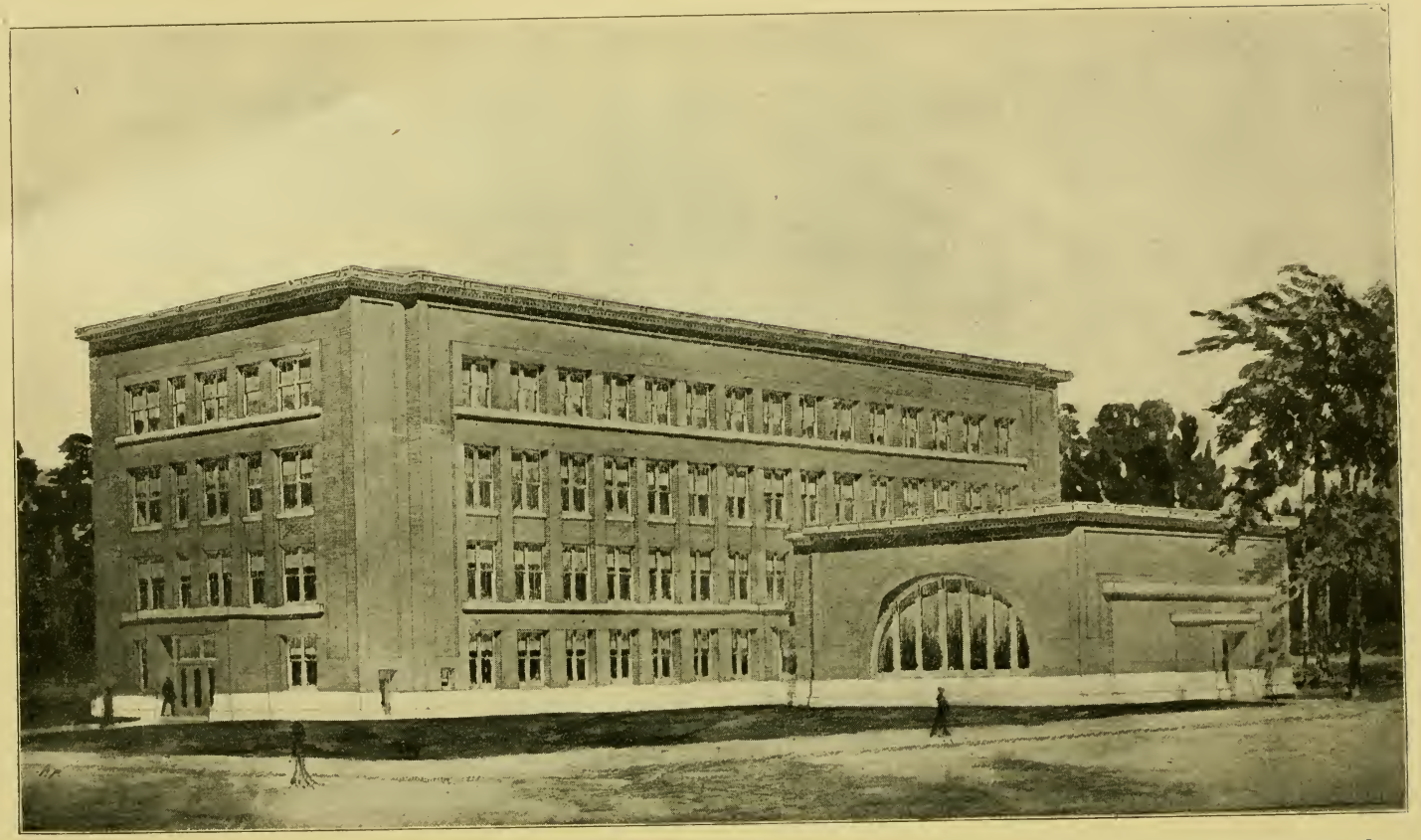
N. 42nd Court, at one time Ruskin Street and previously Selwyn Avenue.

N. 43rd, Park Avenue.

Lowell Avenue originally was Washington Avenue, with W. Addison then Warner Avenue, and W. Waveland Avenue Bond Street, while W. Grace was known as Everett—to quote only a few of the changes noted by the city and county map departments.

W. J. Moore, now of W. J. & C. B. Moore and also of the American Bond & Mortgage Company, was in earlier years actively identified with that prince of subdivisions and "merchant of Corneville," S. E. Gross, to whom Chicago must acknowledge herself deeply indebted.

Their joint operations in Jefferson alone aggregated over 2,000 lots and several hundred homes, including a subdivision of 40 acres in 1887, southwest of California and Belmont Avenues; 50 acres next year northwest of Elston Avenue and Belmont; in 1889, 20 acres southeast of Central Park Avenue and Belmont. In 1900, 50 acres extending from Milwaukee Avenue to Addison Avenue, between N. 46th and N. 48th Avenues, and 3 years later 50 acres more between Hamlin Avenue and 40th, Irving Park Boulevard



Irving Park Public School, approaching completion. Photogravure supplied by the courtesy of the President of the Board of Education.

and Addison Avenue; with other operations near Armitage Avenue.

Dry Goods Men.

Mr. J. M. Fleming, a superintendent for Field, Leiter & Co. (retail), came to Irving Park, and induced a heavy hegira of possibly 135 fellow-employes, who may reasonably be given some credit in fighting the "wets," and landing this suburb in the prohibition column.

Costly Mansions.

Race erected a home in the Italian villa style then prevalent, at a cost with its grounds of $20,000; John Gray spent a similar amount in neighboring Grayland on a two-story and mansard red-brick, now fallen upon evil days; and Paul O. Stensland (Paul Olsen of Stensland, as his Norwegian neighbors rightfully called him) spent much more on a great frame building with colonial portico, for a time the showplace of its vicinity, possessing much luxury of interior finish and many objects of art.

Stensland's Career.

This latter worthy, before a brief voluntary sojourn in northern Africa, and a longer enforced stay at the public expense in Joliet, found, as did many another real estate man of his time, that cemetery lots were good collateral. For Mount Olive, created by him, time and again saved him from certain disaster, consequent on other less sound and speculative investments.

Many a top-dressing of rich black loam, fifteen inches thick, has been scraped off by other "swamped" realty men to pay matured interest on insistent mortgages, when cemetery stocks may not have been available.

Science and Religion.

The prairie vistas bristle with church spires and more modern substitutes, equally "heaven-directed," whether religious, lay or institutional.

Education—worldly and speculative, either coming or going—is offered in abundant measure throughout Jefferson—to attempt detail would take undue space.

Applied and beneficent science has wide representation. A recent example is the establishment in Irving Park of an insectary or "bughouse," a branch field-house of the State Entomologist's offices on the campus at Urbana.

Here Professor J. J. Davis welcomes Musca domestica (the common house-fly) with hospitable hands to a bloody grave; also his sworn foes, the aphididæ, together with all other insect pests of the farmer, truck-gardener and florist.

Here, also, the most important discovery in a knowledge of soils in recent years, the microscopic organism which occasions loss of fertility, is checked in its development, among other marvels of microbic civil war.

This modest little office, laboratory and conservatory are a centre for fruitful pilgrimages, and give promise as the nucleus of a botanical garden. The location is ideal for practical talks to Farmers' Institutes, while Lincoln Park and the Institutions at Dunning offer exceptional opportunities for extended research, akin to the work at Rothamsted's experimental station in England.

VII. GRAYLAND.

Irving Park's nearest neighbor, touching elbows, whose fortunes are linked with her own, is Grayland, in which recent developments on a large scale promise abundantly to reward the "bump on a log" wise enough to wait—and to keep "paid up."

Originally this was the extensive farm of John Gray, having been created a subdivision in the spring of 1873.

After his costly experiment in artesian well-digging, already related, acre property that had sold in 1886 at $100 an acre changed hands within three years at $700, and in 1891 $20 a foot was refused for the same property.

Old-Time Prices.

Then was exhibited the peculiar condition, illustrated again and again in realty values in Jefferson township, as in other favored localities, that the average cost of an acre, in 1869 and again in 1875 for example, was gotten back, six times over, in the value of every 50 by 150 foot lot a few years later. And the end is not yet.

The twentieth century discloses equal opportunity, present and to come, to the astute and discriminating, and, often, even to the "blind" buyer. Another instance may be quoted in Grayland, susceptible of duplication in many other portions of the township of Jefferson.

The first year of its life as a subdivision choice lots were sold at $10 per foot; Chester Dickinson, years ago, bought this northwest quarter of the southwest quarter of Section 15 for $100 an acre, selling out in a few years at $4,000 to $5,000 an acre; while the MS. of these reminiscences is prepared at a library-table overlooking a three-quarter-million dollar building where, less than two years ago, corn-tassels waved and 'tater-bugs flourished.

Time's Changes.

The original frame homestead of Sheriff John Gray on Milwaukee Avenue was torn down less than a year ago, and with it went a familiar landmark, the old windmill. Its sails never had revolved since Richard Mates, a hardy octogenarian from Wicklow (still full of vigor and usefulness) had transported it from the vicinity of the Haymarket and the vanished shot-tower; but its end was peace—pieces of firewood.

This marker, or Indian Tree, a dead White Oak, still stands on Waveland Avenue near the lake shore, apparently indicating to voyageurs the direction of the great Indian village at Irving Park, which extended northeasterly through Forest Glen and Bowmanville.

Other of these picturesque trees are found at Highland Park and Lake Bluff. Authorities differ as to the purpose and origin of these ancient crippled white-oak and white-ash trees. The reduced examples are from the woods west of the new Naval Station.

The "John Gray" High School.

A recent praiseworthy effort, not wholly abandoned, to commemorate a local worthy by renaming the nearly-completed Carl Schurz High School of monumental dignity and spaciousness, has much to be said in its favor, even by admirers of the Missouri governor, statesman, orator and dashing cavalry-leader, General Schurz. At Gettysburg and Chattanooga he retrieved Bull Run and Chancellorsville. From his student insurrectionary days at Bonn in 1849 to his masterly support of Abraham Lincoln's candidacy his life was inspiring, but remote in many essentials from local interests, as also was his representation of the United States in Spain or the conspicuous mark he made in metropolitan newspaperdom.

A School "Trusty" in 1845.

On the other hand, Mr. Gray had been a school trustee of Jefferson village in 1869; and nearly a quarter-century earlier, in March, 1845, he was on the first Board of School Inspectors in Chicago. At the latter date the only school building belonging to Chicago was in the First Ward, so old, small and dilapidated that it was sold ("no great bargain to the purchaser," says a grim old chronicler) for $40.

Thanks to Mr. Gray the city became possessed of a building, opposite McVicker's Theater, costing $7,523.42, and immediately dubbed Miltimore or Gray's "Folly," because of its unwarranted extravagance, "beyond all possibility of corresponding growth in the city itself."

Chicago's First School.

Its opponents insisted that this two-story brick was an absurd waste of money, "as the need could have been amply supplied by a one hundred-dollar frame building." John Gray thereby lost his position on the Board of Education. The site of Chicago's first municipally-owned school build-

ing was successively occupied by Hershey Music Hall, Rev. L. P. Mercer's congregation, by Sam T. Jack's peculiar Opera House and the Chicago **Inter-Ocean,** and is now absorbed by a large department store.

The Green Tree Tavern.

Previously John Gray had, from 1838 to 1841, been landlord of the old and historic Green Tree Tavern, during his tenancy known as the Chicago Hotel; it was then in its original location at the N. E. corner of Canal and Lake streets.

Gray was a man of unusual insight, energy, and resourcefulness for those early days, and it is curious that this skirmish for the christening of a great educational establishment, created upon John Gray's own homestead, should be waged between his shade, himself a martyr and enthusiast in the cause of education, and a German-American, without specific local association, whose sponsor happens to be of similar origin. "Bull's Run" might well be the rallying cry of the one faction, "A Good Gray Head" the other's; and may the best man win.

Another faction seeks to maintain the old name, the Jefferson High School, arguing that the change in location and new building do not justify another baptism.

William P. Gray's name has recently been given to a new common-school building to be erected within the boundaries of his old homestead.

VIII. TRANSPORTATION AND MANUFACTURING.

Mention of the Green Tree Tavern, recently demolished, which stood at the southern terminal of Milwaukee Avenue for many years, leads naturally to a consideration of the

The Chester Dickinson house or "Dickinson Tavern," known also in its day as the Milwaukee Road House and the old Jefferson Inn, on Milwaukee Avenue near Irving Park Boulevard and N. 48th Avenue. Built in 1841 this is probably the oldest house in Chicago.

means of communication, past and present, between the city and the important group of suburbs now treated of.

Railroads "As Is" Railroads.

Railroad facilities became speedily of prime importance; that which made Chicago what she is as surely operated to the advantage of Jefferson township. Chicago's first suburban line is supposed by many to have been opened to Hyde Park in 1857; but the Chicago & Milwaukee R. R. Co. began operating to Barrington January 1, 1855, and by March first of that year was extended to Cary, 38 miles.

Present facilities are afforded by its successors, the Chicago & Northwestern Railway and the Chicago, Milwaukee & St. Paul road, and by elevated, trolley and surface lines, completed and projected—not forgetting ultimate water-transportation along the Chicago River, and in a nook of the Desplaines River, should our junior senator become interested in a Congressional appropriation looking toward a resumption of navigation.

Of particular interest to Jefferson commuters is the stately terminal station of the Chicago & Northwestern Railway now approaching completion, when its discarded terminus probably will be used by the C., M. & St. P. R. R. No one of the city's five Union stations approaches it in cost or magnitude. 285 feet it towers from bedrock to cupolas, while its 16 tracks are covered by train-sheds but twenty feet high, planned to exclude all smoke and steam. At Randolph, Washington, Canal and Clinton streets, suburbanites will be able to arrive and depart without passing through the main stations. Buildings housing 4,000 people disappeared to make room for this depot with facilities for 250,000 passengers daily.

From its first locomotive, the Pioneer (now in the Field Museum), run upon the ten-mile track of the Galena & Chicago Union in 1848, to the 9,600 miles of trackage today, is

material indication of development, which ensures increasing facilities as needed for Jefferson's requirements and incidentally those of people a few thousand miles farther away.

GREAT PLANTS.

A wizard's domain hidden by smoking stacks covers more than seven Jefferson acres on Elston Avenue, hidden behind the severe arches of the Geo. W. Jackson, inc., plant. Here originated a mile-long tunnel through remote Pike's Peak, an aqueduct for Rip's beloved Catskills.

Under the ten-and-a-half feet of Chicago fire debris that raised and filled our downtown streets are tunnels miles long, great bulkheads, metal-sheet pilings, mighty concrete foundation-piers; above are railroad and bascule-bridges, aerial tramways of mammoth proportions and superb engineering skill—all generated in or duplicated from these great works.

To toss an elevated railroad eight or ten feet in the air, with undisturbed traffic and in record time, is a matter of course, more than once duplicated of late, in this enchanted realm.

Another great interest in the same neighborhood, the Commonwealth Edison Company, has recently acquired the 100 acre Bickerdike tract, has taken out a permit for a $750,000 power-house of 180,000 horse-power, and has flung a half-mile switch-track to the Northwestern R. R.; but it declines all information respecting the speedy investment in the plant of many, perhaps 15 to 20 millions of dollars, which competent authorities believe to be probable.

Maritime Jefferson is represented by an extensive five-acre plant at the river and Irving Park Boulevard, with direct facilities for inland navigation and coast travel. Thir-

ty-five boats, fin-keeled, centre-board, cruisers and high-speed motors, ranging up to 70 feet over all and a cost of $35,000, were launched from these yards last season.

The Catherine, the Weckler Boat Company's demonstrator, operating from the Chicago and Columbia Yacht Club-houses, speeds 27 miles an hour; and is named after Mrs. A. J. Weckler, a daughter of Michel Diversy, a French emigre, whose brewery chimneys stood until the great fire where are now the Chicago Avenue waterworks. One of our great thoroughfares, Diversy Boulevard, is named after him. Mr. Adam F. Weckler studied the sharp lines of piratical proas in the Philippines while serving Uncle Sam.

IX. THE STORY OF MILWAUKEE AVENUE.

Dinner-Pail Avenue.

It would be manifestly unfair to omit extended mention of that pioneer thoroughfare of Chicago, Milwaukee Avenue, once Jefferson's sole and uncertain dependence, and still her leading highway.

Another of Chicago's great diagonal thoroughfares, the "Archie Road," has become internationally known, owing to the efforts of a devoted scribe; yet Milwaukee Avenue easily may take precedence, once its story is told.

The Epic of the Northwestern Plank Road, "Dinner-Pail Avenue," the **Rue de Mecklenburg** (as it is or has been variously known), remains "to wake to ecstasy the living lyre." To that end these field-notes are worthy of preservation.

Indian Trails.

The old Indian trail, laboriously thumbed out at an early day, and consulted in the archives of the Chicago Historical Society, is shown as running northwest from Chi-

The old Turnpike Gate at Milwaukee Avenue and Fullerton Avenue, from a photograph taken the morning after its destruction by fire in 1889.

cago; its commencement, in early Chicago days, being on the line of Elston Avenue through two-thirds the length of that highway—not along lower Milwaukee Avenue as mapped to-day.

It began near the old Galena depot on the north side; which, later, was used as a milk-depot, and whose recent passing facilitates work upon the mammoth $25,000,000 terminals of the C. & N. W. Ry.

At Irving Park Boulevard, another legendary yet authenticated Indian trail, the old trails formed the principal thoroughfares, the State Street and Madison Street of the permanent settlement of Indian wigwams, a flourishing village there situate; since there was a portage (as has been noted) and at spring flood water-communication existed between the Great Lakes and the Gulf of Mexico.

A Crooked Wagon-track.

In the boom-days of 1835-7 the trail had become a meandering group of parallel ruts leading from Kinzie Street, through Jefferson, Niles and Northfield, toward Deerfield.

"Every settler suited himself in the course he drove over the prairie to avoid swamp, slough, hole or rut, so that half-a-dozen or more tracks often ran side by side."

"When roads are good they are very good indeed," was the burden of a petition for establishing and surveying a road, which led to ditches being dug; to make the road straighter, for drainage, and to direct travel between the furrows.

A Bid for Trade.

A shorter cut for down-town communication was projected, and the landlord of the Green Tree Tavern, near its new terminal, having an eye for business, offered copious free potations to the surveyors who kept their eyes and lines snugly pointed toward his hospitable chimney-pots.

Impossible Roads.

"The time required **when roads were good,**" says a chronicler of that day, "to get to the old flat-iron building," the postoffice, at Market, Lake and South Water streets, "from Northfield and back, was four days; when muddy, nearly double that time was required; and, in the spring, during several months, the road was hopeless quagmire, and impassable."

Glance at to-day's time-card, and contrast results—if any there be still disgruntled.

Dutchman's Point.

The Northwestern Plank Road, virtually a corduroy road in many places, was constructed in 1849-50 to Wheeling, a branch running out to the Desplaines River, and the main line extending to Dutchman's Point—a total of eighteen miles. By 1854 the town of Maine was compassed.

Toll Gates.

As late as 1889 toll or turnpike-gates straddled Milwaukee Avenue, at Fullerton, Belmont and Jefferson Park. There was no way legally to remove them, so the "embattled farmers," as at Concord, disguised as Indians and otherwise, rose in their might and resolutely destroyed them, knowing that the Mayor would withhold necessary consent to reconstruct the gates.

Mr. William Landshaft of 2338 Milwaukee Avenue, loaned the rare photograph of the Milwaukee and Fullerton Avenue gate taken the morning after the destruction of the gate by fire, which is reproduced herein. He, County Clerk Joseph F. Haas, Wm. H. Robinson, who gave his life for the cause, and sundry other gentlemen who were "Indians" then, have contributed to this recital, while William Ringler, the old gate-keeper, still actively in business

Tyburn Gate, the last of London's turnpike gates, introduced for contrast with Chicago's last gate; from a rare print in the writer's possession. Here stood Tyburn Tree, where were hanged Oliver Cromwell (after death), the Holy Maid of Kent, Dr. Dodd, Jonathan Wild, Jack Sheppard, Sixteen-String Jack, and many another pic turesque ruffian.

on Fullerton Avenue, is represented in the picture as refusing the proferred toll from passing farmers, since the stout hickory pole no longer blocked the roadway and the gate-house was a ruin.

The more important toll-gates then were:—
The Chicago Gate, referred to above,
Jefferson Gate, near the village of that name,
Jefferson Village Gate,
Niles Gate, Milwaukee and Elston Avenues,
Main Gate at Northfield,
Wheeling Gate, at the Desplaines River,
Norwood Road Gate, and the Graceland Avenue Gate.

Elston Avenue gates were at Belmont Avenue and at Montrose Boulevard, according to an interesting article in the Chicago Daily News of Dec. 7, 1909.

Mr. Ringler's recollections are readable:—

"I was on the job for 14 years, and I guess I took in more money than any other gate-keeper. One Sunday, with several Polish and Bohemian picnics at Niles and Desplaines, and new cemeteries opening at Dunning, my receipts were $790. The average from all gates at that time was $400 a day.

"One time the County Commissioners gave a big sleighing party and I stuck the whole bunch. There was a dispute as to who should pay, and I was several dollars short. I ran after them and grabbed the hat of the president of the board, John M. Green. They went a little further, then came back with the money. Mayor De Witt C. Cregier, with several other city officials, once came through to inspect the Dunning asylum. I nailed 'em. They looked pretty sour, but paid the toll."

"Snell's Pike."

Amos J. Snell's estate was the principal sufferer thereby, although the bulk of his fortune had been acquired in

selling "scrub" timber to the Northwestern railroad for locomotive fuel. His principal supply-points were the banks of the Chicago River and Hubbard's Woods; and, if rumor be true, the same loads served the company's needs time and again, now at one station then at another, with fresh vouchers and billing.

This fortune, large for its day, cost Snell his life, in the murder-mystery, never fathomed, of 1888. His son's recent death in a north-side slum, and the diversified career of other members of his family, are still fresh in the public mind.

X. MANY NATIONS.

In conclusion, passing reference may be made to the curious polyglot phases of life presented by Milwaukee Avenue, with sensational head-lines, frequently indulged in by newsmongers, devoted by turns to certain sections of the thoroughfare, ventilating "slop-shops," "snide-auctions," "white slave" traffic, the vendetta, and many another idiosyncrasy of the reporter more often than of his subject.

What Soho is to London this diagonal avenue is to the Garden City. By turns the Greek, Italian, German, Scandinavian, Russian, Lithuanian and Pole monopolize the street signs, the corner news-stands, the sidewalks and the cars, or proclaim to the passing nose one aspect of their national delicacies.

Every half-section line exhibits in its ganglia, at the crossing of the thoroughfares, a sharp-angled picturesque frontage, akin to Seven Dials or Five Points in their palmy days.

Like the course of a river through its successive stages of mountains, valley and plain, the avenue gains grandeur,

IRVING PARK INSECTARY.
From a photograph by Prof. J. J. Davis.

volume and a certain dignity in its progress; no atom of sand, no tiniest particle can be spared **en voyage** for that sea of houses, necessary to it as it to them.

The grand tour—of Milwaukee Avenue—is a lesson in geography, a study in tongues (for one's own, though it be not English, here will serve an adult for a lifetime, if he so pleases); it is the literal munching of a veritable New York sandwich—crisp salad, dainty chicken, substantial Westphalian ham—all, and much more, are there, while Uncle Sam's Melting Pot seethes night and day.

XI. L'ENVOI.

Homesteads, Villas, Bungalows and Warm Facts.

The smiling landscapes to which Milwaukee Avenue leads to-day are fertile and umbrageous, picturesque with snug bungalow or stately villa, bearing no semblance to the habitat of extinct monsters, the slimy bottom of the sea, the bottomless swamps, or the recent glacial epoch that followed in ordered sequence; so that man, to-day, may furnish his little finite needs out of the Infinite that permeates all—past, now and yet to come.

What man has done, that may he do again.

Present opportunity exists for energy, enterprise, judgment and fortuitous speculation—and never so much as now!

U. S. Census.

It is matter of sincere regret, both to Mr. E. Dana Durand, Director of the Census, and to this compiler, that the printed bulletin showing the distribution of the population of Illinois in detail for counties and minor civil divisions, by the census of 1910, is not available in season for partial inclusion, as respects Jefferson, before going to press; for

it surely will exhibit phenomenal development in the last decade.

School Census.

In the absence of Federal figures, and uncertain as to the relative merits of recent political, church and realty enumerations, the school census for May 2, 1910, offers reasonably accurate data, since superintendent W. L. Bodine, employing 2 7-10ths as a multiple, as he informs this writer, came close to the governmental figures for the city of 2,185,000.

The 27th Ward, on this authority, leads any other section in growing population, heading the list with 8,888 babies under four, and there is a noticeable trend of Americans, Germans, Poles and Scandinavians into this ward. There are but one Japanese minor, twice as many Chinese, and three Spaniards recorded.

By above computation the comfortable total of 141,134 population for the 27th ward is reached; omitting Norwood Park, as not within Jefferson township, some 500 less would be recorded. 1908 showed 92,189, 1904 had 54,114.

Of illiterate minors we have but 11, deaf 21, dumb 14, 15 crippled and none blind, if parents were not too sensitive when giving information.

Twenty years ago the school census gave the 27th ward a total, adult and minor, of 11,368, of whom 102 were colored—now we are credited with but 16 negroes. It is well to remember that there were wide variations in method and less precision then and now, with some differences of less importance in the extent of territory embraced by the ward.

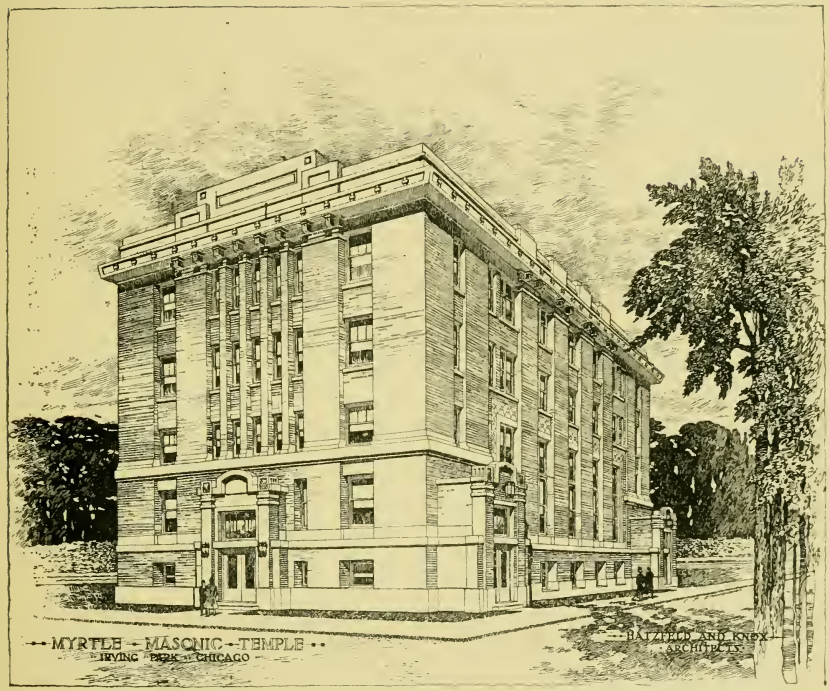
The schools, other than public, then enumerated were:

Parochial, Montrose Boulevard,

St. Viata, Milwaukee Avenue,

Kindergarten, Douglas Avenue, and

Hunting's Kindergarten, Hunting Avenue; with a total of 212 pupils.



Myrtle Masonic Temple, N. 42nd Court, corner Irving Park Boulevard. Corner-stone laid Oct. 15, 1910 (A. L. 5910).

Plate supplied by the courtesy of Hatzfeld & Knox, architects.

Post Office Data.

In homely biography and warm recent history lies education.

"If you are no good," said Mark Twain, "go away from home. You will thus become a blessing to your friends by ceasing to be a nuisance to them; if the people you go among suffer by the operation. But, if you are any good, stay at home and make your way by faithful diligence."

In the cradle lies Opportunity, here and now.

By the courtesy of Hon. D. A. Campbell, Postmaster of Chicago, the following most interesting data respecting the growth of population and development of the 27th Ward have been prepared and collated under his instructions expressly for incorporation in this publication. There was strong temptation to separate the various items and assign to each its chronological and geographical place; to do so, however, would have mangled a forceful and most comprehensive document, which is therefore reproduced verbatim.

The first carrier station established in the old town of Jefferson was the Humboldt Park Station at 1576 Milwaukee Avenue, July 1, 1889, with nine carriers and four clerks. Station No. 35 was established in the spring of 1894 at 1168 W. Byron Street with three carriers and one clerk, and on July 1, 1899, was changed to Irving Park Station and removed to 1159 Irving Park Boulevard. August 5, 1898, Jefferson Station was established at 4303 Milwaukee Avenue with four carriers and two clerks.

On October 1, 1898, Norwood Park Station was established with two carriers and two clerks; February 15, 1899. Dunning Station with one carrier and one clerk; July 1, 1899, Cragin Station was established at 2984 Grand Avenue with four carriers and two clerks; November 1, 1899, Winnemac Avenue Station at Lincoln and Foster Avenues with one carrier and one clerk. This station has been attached to Ravenswood Station; August 31, 1900, Station "G," for-

merly Humboldt Park Station, was discontinued, and in lieu thereof two stations were established, Logan Square Station at 1907 Milwaukee Avenue, and Wicker Park Station at 1259 Milwaukee Avenue.

The following tabulation shows the approximate number of carriers delivering mail in the 27th Ward January 1, 1900, and the number employed November 1, 1910, with the stations to which they are assigned:

Station.	Jan. 1, 1900.	Nov. 1, 1910.
Norwood Park	2	2
Jefferson	4	8
Irving Park	6	20
Dunning	1	1
Cragin	4	11
"G"	10½	..
Winnemac	1	..
Ravenswood	1	5
Lakeview	1	2
Logan Square	..	19
Wicker Park	..	7
Total	30½	75

The Montclare substation is under the jurisdiction of the Superintendent of Cragin Station.

In addition to the carrier stations mentioned there are about seventeen substations located conveniently throughout the territory where money orders may be issued, letters registered and postage stamps purchased.

There are nine carrier stations whose territory is entirely or in part within the boundaries of the 27th Ward. The names of the stations, together with the area and population served, as shown by the records on file, for the year ending December 31, 1909, are shown in the list herewith:

The tangled wildwood and pristine jungle of the upper reaches of the North Branch of the picturesque Chicago River are accurately depicted in this spirited sketch by Mr. George E. Colby, "Evening in the Forest."

Station	Area Sq. Miles	Population Dec. 31, 1909
Norwood Park	2.20	1,575
Jefferson	7.33	10,908
Irving Park	7.38	34,277
Dunning	3.00	1,305
*Logan Square	1.85	42,645
*Wicker Park.....	.50	13,750
*Cragin	6.25	20,619
*Lakeview	.20	3,150
*Ravenswood	3.60	41,625
Total.....	32.31	169,854

Station territory indicated by "*" is not wholly within the boundaries of the 27th Ward.

The Bureau of Statistics of the City of Chicago for 1908 showed the 27th Ward with a population of 77,243. The report of the Bureau of June 30, 1909, shows this Ward with a population of 123,265, area 32 square miles, 20,480 acres, indicating that the 27th is the largest ward in area and population of any in the city. The population figures in the tabulated list are from the records of the Superintendent of Delivery. The increase given by the Bureau for December 31, 1908, and June 30, 1909, compared with the postal statistics of December 31, 1909, is comprehensive proof of immense growth in this ward.

SOME LEADING INTERESTS

IDENTIFIED WITH

CHICAGO'S GREAT NORTHWEST SIDE

AMERICAN BOND & MORTGAGE CO.
BLACKMAN & MURGATROYD.
BUNGE, WM. H. CO.
CHICAGO & NORTH-WESTERN RAILWAY CO.
CHICAGO METAL WEATHER STRIP CO.
CORLISS, COON & CO.
HARTWIG, OTTO J.
HINES, EDWARD, LUMBER CO.
HUSAK, JOS. & CO.
ILLINOIS COLLEGE OF MUSIC AND DRAMATIC ART.
IRVING PARK SIGNAL, THE.
JACKSON, GEO. W., Inc.
JEFFERSONIAN, THE.
KERFOOT, WM. D. & CO.
KJELLANDER'S.
KOESTER & ZANDER.
MARTIN, GUS. G.
MOORE, W. J. & C. B.
NORTH-WEST NEWS, THE.
NORTH-WEST REVIEW, THE.
NORTH-WESTERN TRUST & SAVINGS BANK.
PETERSON NURSERY.
REGAN PRINTING HOUSE.
ROTZOLL DENTISTS, THE.
ROZYCKI, MARYAN S.
SECURITY BANK OF CHICAGO.
THOMPSON, CHARLES C. & CO.
WATSON, OLIVER L.
WECKLER BOAT COMPANY.
WOOD, W. G. CO., THE.
ZAHN, CHARLES A. CO., THE.

MADISON STREET ENTRANCE

Chicago Passenger Terminal

THE NORTH-WESTERN LINE

The Portal of the West. The New Passenger Terminal of the Chicago & North Western Railway at Chicago is to be one of the finest monuments ever erected to the commercial life and spirit of the West. It is to be located between Canal and Clinton Streets, extending from the main entrance fronting on Madison Street over Washington and Randolph Streets to Lake Street. More than three hundred trains will arrive at and depart from this terminal every day, connecting Chicago with hundreds of western cities and towns. More than $20,000,000 is to be expended to provide a railway entrance to the city, through which passenger traffic to and from the territory that has made Chicago powerful and rich is to move in ceaseless activity. Work upon the new station is proceeding with all rapidity that skill and liberal expenditure can command. The new station will have a capacity for handling a quarter of million patrons daily. It is confidently asserted that its provisions for doing this expeditiously and with the greatest comfort will excel anything ever known to the traveling public. Special attention is given to provisions for the constantly increasing suburban travel which will use the new terminal.

HIRAM R. McCULLOUGH, Vice-President — A. C. JOHNSON, Passenger Traffic Manager — C. A. CAIRNS, Gen'l Pass'r and Ticket Agent

Chicago & Northwestern Railway General Offices, 215 Jackson Boulevard

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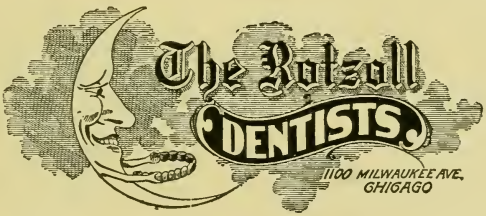

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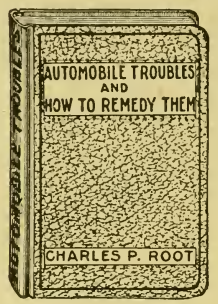

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